

Transit Asset Management (TAM)

Group TAM Plan for Tier II Subrecipients of 5311 Funds

Nebraska Department of Transportation



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TABLE OF CONTENTS

TAM Plan Objective.....	1
Regulation Requirements.....	1
Sponsoring Agency	1
Participants	1
Sponsoring Agency and Participant Role in the Group TAM Plan.....	2
Required Plan Elements.....	2
Data Collection	4
Performance Measures, Targets and Useful Life Benchmarks	4
Accountable Executive	5
Plan Approval, Updates and Amendments.....	5
Reporting.....	6
Appendix A: Vehicle Condition Assessment Tool.....	7
Appendix B: TAM Plan Tier II Participants	8
Appendix C: Asset Inventory Tool-Rolling Stock	10
Appendix D: Maintenance Costs Tracking per Fiscal Year	11

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TAM Plan Objective

Transit Asset Management (TAM) is defined as a business model that uses the condition of assets to guide the optimal prioritization of transit funding to keep transit networks in a State of Good Repair (SGR) and ensure safe operation of assets. This Group TAM Plan outlines the participant roles, processes, and tools to be utilized to address asset management policy and goals.

Regulation Requirements

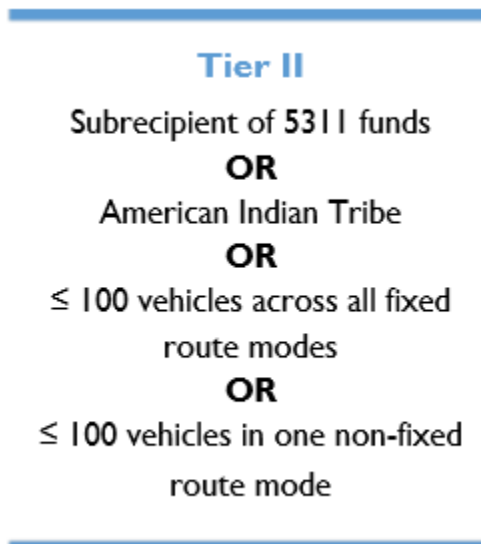
The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires all entities that receive federal financial assistance under 49 U.S.C. Chapter 53 that manage capital assets used in the provisions of public transportation must develop a Transit Asset Management (TAM) Plan. Group plans may be developed by a sponsoring agency for entities that do not have a direct financial relationship with the Federal Transit Administration (FTA).

Sponsoring Agency

As a designated recipient of Section 5311 funds from the Federal Transit Administration, the Nebraska Department of Transportation (NDOT) qualifies as a group plan sponsor. The primary role of the sponsor is to coordinate and write the group plan, set performance targets and report required information annually into the National Transit Database (NTD).

Participants

Participants include Tier II entities as defined below. Small urbanized agencies receiving Section 5307 funds directly from FTA may also participate in NDOT's Group TAM Plan.



Tier II agencies may opt out of participation in the group plan to develop their own plan. Agencies electing to opt out must do so **in writing** to NDOT and must include a reason for the decision. The plan developed by the agency opting out of group plan participation must be reviewed and approved by NDOT to ensure compliance with the TAM rule.

Sponsoring Agency and Participant Role in the Group TAM Plan

There are four (4) required elements that must be included in the Group TAM Plan. The role of the sponsor and participants may vary depending on the organizational structure and financial relationship of the parties involved. Below is a chart outlining basic roles and responsibilities of the required plan elements:

Element	Sponsor	Participant
Basic Role	<ul style="list-style-type: none"> ▪ Write Plan 	<ul style="list-style-type: none"> ▪ Support Plan ▪ Accountable Executive approves plan
1. Asset Inventory	<ul style="list-style-type: none"> ▪ Coordinate consolidation ▪ Develop and maintain database of information ▪ Define data collection elements 	<ul style="list-style-type: none"> ▪ Collect asset data ▪ Submit data in format required on schedule
2. Condition Assessment	<ul style="list-style-type: none"> ▪ Define data collection methodology and schedule ▪ Manage data ▪ Submit data to NTD 	<ul style="list-style-type: none"> ▪ Conduct condition assessment ▪ Submit data to sponsor in format required on schedule
3. Decision Support Tools	<ul style="list-style-type: none"> ▪ Share guiding policies including ranking priorities ▪ Develop tools ▪ Analyze and interpret data 	<ul style="list-style-type: none"> ▪ Communicate goals and needs ▪ Provide information to support tools
4. Investment Prioritization	<ul style="list-style-type: none"> ▪ Prioritize projects ▪ Generate ranked list of projects 	<ul style="list-style-type: none"> ▪ Share info on all funding sources with sponsor ▪ Share capital investment plans ▪ Coordinate with sponsor

Required Plan Elements:

1. Asset Inventory

All assets that are owned, operated, or managed as public transportation regardless of funding source must be part of the Group TAM Plan. To meet the

objectives of this TAM plan assets will include rolling stock, non-revenue service vehicles (equipment) and facilities. NDOT will maintain the asset inventory electronically.

2. Condition Assessment

The process of inspecting, analyzing or testing assets to collect data that is used to measure condition and performance.

Plan participants must provide a condition assessment of assets on an annual basis. The assessment must generate information at a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization. Tier II participants will be responsible for providing condition assessments to NDOT. Condition assessments for all assets included in the TAM plan will be collected annually as follows:

- I. Facilities—Plan participants with facilities that support operations and/or administrative activities will be required to submit a maintenance plan to NDOT. In addition, the facility must be inspected and an asset condition checklist submitted to NDOT annually. Templates for the maintenance plan and checklist are available from NDOT.
- II. Rolling stock and Equipment—Tier II agencies will report the condition of vehicle assets annually as part of the operating assistance application process. Agencies are encouraged to use the condition assessment tool provided in the appendix of this document.

3. Decision Support Tools

A methodology used by NDOT and Tier II agencies to determine State of Good Repair (SGR) and investment priorities. These tools will inform future investments using collected data and relevant inputs.

Information to support rolling stock investments will be a database developed by the University of Nebraska and maintained by NDOT. The information collected and retained includes the following:

- i. Project Number
- ii. Project Owner
- iii. Vehicle Identification Number (VIN)
- iv. Make, Model, Year
- v. Mileage
- vi. Condition
- vii. Total Purchase Price

- viii. % of Federal Funds
- ix. Useful Life Benchmark (ULB)
- x. Replacement Year
- xi. Maintenance Costs per Vehicle per Fiscal Year

FTA's TERM program will be utilized by NDOT to retain facilities information to support investment decisions.

4. Investment Prioritization

Information from the asset inventory, condition assessment, and decision support tools will inform actual investment priorities in support of targets. Investment priorities will also be impacted based on local funding constraints. NDOT will coordinate with Tier II plan participants to develop funding allocation strategies.

Data Collection

Information for rolling stock will be reported to NDOT monthly through the operating assistance reimbursement process (mileage, maintenance expenses, etc.) and annually as part of the grant-making application process (condition assessment). The deadline for the application will be determined by NDOT annually and communicated to applicants.

Agencies with facility assets will be required to submit annually a checklist to NDOT to report the condition of the asset.

All data collected will be maintained by NDOT and available for review by Tier II plan participants.

Performance Measures, Targets and Useful Life Benchmarks

The TAM Final Rule established performance measures based on an established benchmark. FTA's definition of a Useful Life Benchmark (ULB) is below:

The measure used to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in a SGR. The ULB considers how long it is cost effective to operate and asset before ongoing maintenance costs outweigh replacement costs.

The ULB should not be confused with the "useful life" definition used in FTA's grant programs which refers to eligibility for replacement of an asset with FTA funds.

Performance measures, types and outcomes are defined below:

Category	Relevant Assets	Measure	Type	Outcome
Rolling Stock	Buses, vans, cutaways	% of revenue vehicles that have met or	Age-based	Minimize percentage

		exceeded their ULB		
Equipment	Service support, non-revenue vehicles	% of vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Facilities	Administration and storage facilities	% of assets with condition rating lower than 3.0 on the *FTA TERM Scale	Condition-based	Minimize percentage

*TERM=Transit Economic Requirements Model

For this Group TAM Plan, NDOT used the default ULB for each asset class as determined by FTA. ULBs and related performance targets are detailed in the table below:

NDOT ULBs and Performance Targets (set November 10, 2021 are subject to change):

Category	Class	Default *ULB	Performance Target
Rolling Stock	Cutaway bus	10 years	30% of fleet exceeds default ULB
	Minivan	8 years	30% of fleet exceeds default ULB
	Van	8 years	30% of fleet exceeds default ULB
Equipment	Automobile	8 years	30% of fleet exceeds default ULB
Facilities	Admin/Storage	40 years	0% of facilities rated under 3.0 on TERM scale

Accountable Executive

Each participating agency must identify an Accountable Executive (AE) to approve the group TAM plan. The AE should have decision-making authority within the agency but may vary based on the organizational structure of the agency. Examples include the County Board Chair, Executive Director, City Manager, Transit Manager, etc.

The AE may designate an agency representative to be directly involved in coordinating investment priorities with NDOT. For example, a County Board Chair may delegate this responsibility to the local Transit Manager. NDOT welcomes the involvement and participation at every level of the Tier II agency.

Plan Approval, Updates and Amendments

Tier II agencies will be required to approve the State TAM Plan every year as a condition of the grant making process under the Section 5311 Grant Program. The approval process will be incorporated into the Certification and Assurances signed by the AE for the agency.

FTA requires the Group Sponsored TAM Plan be updated every four (4) years. Updates require revisiting every element of the TAM plan and making necessary changes. However, the Plan may be updated at NDOT's discretion at any time.

NDOT may also amend the Plan if minor changes are identified. The difference between an update and amendment is the degree of unexpected change.

Updated plans will be made available to Tier II participants for comment prior to implementation. Amendments will be incorporated as needed without prior comment required.

Reporting

NDOT currently reports all general financial and operating data directly to the National Transit Database (NTD) on behalf of 5311 subrecipients. TAM required data (inventory, condition, narrative report, targets, etc.) will be collected and reported directly to the NTD by NDOT.

Vehicle Condition Assessment Tool

It is imperative for data collection to be consistent, objective and accurate. Vehicle condition will be reported by Tier II participants as a condition of the Section 5311 grant-making process. The guidelines below provide basic definitions for vehicle condition assessment ratings:

Excellent: The vehicle looks new, is in excellent mechanical condition and needs no reconditioning. This vehicle has never had any paint or body work, is free of rust and has a clean Title History. The engine compartment is clean, with no fluid leaks and is free of any wear or visible defects.

Good: The vehicle is free of any major body defects and has a clean Title History. The paint, body and interior have only minor (if any) blemishes, and there are no major mechanical problems. There should be little or no rust on the vehicle. The tires match and have substantial tread wear left. The vehicle may need some reconditioning in order to be sold at a retail level.

Fair: The vehicle has some mechanical or cosmetic defects and needs servicing but is in reasonable running condition. The vehicle has a clean Title History. The paint, body and/or interior need work performed by a professional. The tires may need to be replaced. There may be some repairable rust damage.








Poor: The vehicle has severe mechanical and/or cosmetic defects and is in poor running condition. The vehicle may have problems that cannot be readily fixed such as a damaged frame or a rusted-through body. A vehicle with a Salvage Title or unsubstantiated mileage is considered poor.

TAM PLAN TIER II PARTICIPANTS
Section 5311 Subrecipients, Rolling Stock, Equipment and
Facilities (indicated by *)

Avera Creighton Hospital Public Transit
Avera St. Anthony Hospital Public Transit
Blue Rivers AAA Public Transit
*Butler County Rural Service
Callaway Hospital Public Transportation
Cambridge Memorial Hospital Inc, dba Tri Valley Handi Bus
*Cedar County Transit Bus
Chase County Transit Service
City of Alliance Public Transit
City of Benkelman Handi Bus
City of Broken Bow Handi Bus
City of Chadron Handi Bus
City of Loup City Handi Bus
City of McCook Handi Bus
City of Neligh Dial-A-Ride
City of Oakland Transportation System
City of Ogallala Public Transit
City of Plainview Handivan
City of Schuyler Handi Bus
*City of Sidney Transportation System
*Columbus Area Transit System
*Community Action Partnership of Mid-NE, dba RYDE
Community Memorial Health Center Public Transit
Crawford Public Transportation
Eastern NE Office on Aging Public Transit
Fillmore County Rural Transit Service
*Garden County Public Transit
Grant-Arthur Handi Bus
CRANE Public Transportation
Harlan County Transportation System
Hitch & Hay Public Transit
Hooker County Handi Bus
Johnson Co, City of Tecumseh Public Transit
*Kimball County Public Transit
Lancaster County Public Rural Transit

*Midland AAA Public Transit
Morrill County Handi Bus
NanceTrans, Inc.
North Fork Area Transit
*North Platte Public Transit System
Panhandle Transit Services
Perkins County Mini Bus
*Phelps County Handi Bus
Ponca Express
*Saline County Area Transit
Saunders County Public Transportation
*Scotts Bluff County dba Tri City Roadrunner
Seward County Handi Bus
Southeast Nebraska Community Partnership, Pawnee & Richardson Co Public Transportation
Valley County Transit System
Village of Guide Rock Public Transit
Wayne Public Transit
Wolf Memorial Good Samaritan Society Public Transit
York County Transportation System

Asset Inventory Tool-Rolling Stock

Vehicle List Add Vehicle															
10 records per page												Search: <input type="text"/>			
Provider Id	Project Number	Transit System Name	VIN	Make	Model	Year	Mileage	Number of Wheel Chair Positions	Condition	Total Purchase Price	% of Federal Funds	Useful Life	Replacement Year	Notes	Actions
B071	NE-18-X027	Panhandle Trails	1FD4E45518DB51630	Ford	Small bus Goshen Coach	2008	2289	2	Fair	\$44,445	80%	10	2018	Transferred from Midland AAA Oct 2016	
B071	NE-86-X001 (ARRA)	Panhandle Trails	1FDFE4FS4ADA46528	Ford	Star Trans Small Bus	2010	112,000	2	Good	\$44,761	100%	10	2020	Transferred from Chase Co, Jan 2016	
C061	NE-86-X001 (ARRA)	Wolf Memorial Good Samaritan Public Transit	1FDFE4FS2CDA32517	Ford	Small bus Goshen Coach	2012	45754	2	good	\$48,167	100%	10	2022	Click to Edit	
C061	n/a	Wolf Memorial Good Samaritan Public Transit	2C4RDGBG7FR668973	Dodge	Grand Caravan SE	2015	19867	1	very good	N/A	0%	N/A	N/A	Locally funded	
C102	NE-86-X001 (ARRA)	Community Action Partnership of Mid-NE	1FMJU1G57AEB68931	Ford	SUV	2010	15451	0	very good	\$27,532	100%	8	2018	Click to Edit	
C102	NE-86-X001 (ARRA)	Community Action Partnership of Mid-NE	1FDFE4FS6ADA49267	Ford	Small bus 12+2 StarTrans	2010	138174	2	good	\$44,761	100%	10	2020	Click to Edit	
C102	NE-86-X001 (ARRA)	Community Action Partnership of Mid-NE	2D4RN4DE1AR318984	Dodge	Minivan Caravan	2010	34979	0	very good	\$18,247	100%	8	2018	Click to Edit	

Maintenance Costs Tracking per Fiscal Year

5311 System	Vehicle	Fiscal Year 2014-2015 Maintenance Expenditures Per Vehicle												
		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	Total
Wolf Memorial Good Samaritan Public Transit	1FD4E4FS2CDA32517	\$ -	\$ -	\$ 129.00	\$ 32.99	\$ -	\$ -	\$ -	\$ -	\$ 27.97	.	\$ -	\$ -	\$ 189.96
Wolf Memorial Good Samaritan Public Transit	2A4GP44R16R784188	.	.	\$ 114.00	\$ 1,136.98	.	.	.	.	.	\$ 206.50	.	.	\$ 1,457.48
Box Butte County Public Transit	1FBSS31L14HB33357	.	.	\$ 179.80	.	.	.	.	.	.	\$ -	\$ -	.	\$ 179.80
Box Butte County Public Transit	1FD4E4FS2ADA49265		\$ 11.00	\$ 5.69	\$ 2.68	\$ 145.10	\$ 8.87		\$ 17.96		\$ -		\$ 1,609.00	\$ 1,800.30
Box Butte County Public Transit	1FD4E4FS4ADA49266		\$ 189.46	\$ 5.70	\$ 2.67	\$ 5.08					\$ -			\$ 202.91
Box Butte County Public Transit	1FD4E4FS7ADA38259		\$ 6.22	\$ 5.69	\$ 2.68	\$ 5.07	\$ 8.87	\$ 11.77		\$ -	\$ -		\$ 266.26	\$ 306.56
Box Butte County Public Transit	1GNDV23158D197343	\$ 144.04	\$ 18.67	\$ 14.00	\$ 27.98	\$ 534.33								\$ 739.02
Box Butte County Public Transit	2C4RDGBG0CR324980			\$ 14.00		\$ 262.01			\$ 482.26		\$ -			\$ 758.27
Community Senior Center	1FDXE45S76DA40557	\$ -	\$ 224.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58.65	\$ -	\$ -	\$ -	\$ 283.19
Community Action Partnership of Mid-NE	1FBSS31L0YHB68011												\$ 284.78	\$ 284.78
Community Action Partnership of Mid-NE	1FBSS31L2YHB68012		\$ 127.00											\$ 127.00
Community Action Partnership of Mid-NE	1FBSS31L3WHB67383									\$ 391.53	\$ 210.83		\$ 191.60	\$ 793.96
Community Action Partnership of Mid-NE	1FD4E45S88DB51656	\$ 635.11			\$ 311.15			\$ 5.00		\$ 45.00	\$ 1,088.29			\$ 2,084.55
Community Action Partnership of Mid-NE	1FD4E4FS0DDA44733					\$ 76.19		\$ 47.98	\$ 29.73	\$ 22.00	\$ 903.08		\$ 168.66	\$ 1,247.64
Community Action Partnership of Mid-NE	1FD4E4FS2ADA62984									\$ 1,449.53				\$ 1,449.53
Community Action Partnership of Mid-NE	1FD4E4FS2ADA62985			\$ 1,499.82			\$ 186.45							\$ 1,686.27
Community Action Partnership of Mid-NE	1FD4E4FS2EDA60563					\$ 3.02								\$ 3.02
Community Action Partnership of Mid-NE	1FD4E4FS4EDA60564												\$ 35.00	\$ 35.00
Community Action Partnership of Mid-NE	1FD4E4FS6ADA49267	\$ 386.64		\$ 1,824.05		\$ 790.40		\$ 471.32		\$ 18.00	\$ 2.00			\$ 3,492.41
Community Action Partnership of Mid-NE	1FD4E4FS6ADA62987			\$ 76.02			\$ 918.97	\$ 1,426.95			\$ 210.87		\$ 622.22	\$ 3,255.03
Community Action Partnership of Mid-NE	1FD4E4FS7ADA46524			\$ 6.50	\$ 1,035.75		\$ 1,181.20	\$ 5.00		\$ 1,491.47	\$ 5.00			\$ 3,724.92
Community Action Partnership of Mid-NE	1FD4E4FS8ADA49268			\$ 19.89				\$ 711.15	\$ 136.99		\$ 155.77	\$ 1,054.52	\$ 120.87	\$ 2,199.19
Community Action Partnership of Mid-NE	1FD4E4FS8ADA62988			\$ 26.49			\$ 90.95	\$ 35.00		\$ 435.30	\$ 338.13		\$ 173.44	\$ 1,099.31
Community Action Partnership of Mid-NE	1FD4E4FS8EDA60566										\$ 35.00			\$ 35.00
Community Action Partnership of Mid-NE	1FD4E4FS9ADA46525			\$ 277.50			\$ 740.17		\$ 309.23		\$ 721.56	\$ 181.30		\$ 2,229.76